

CLASSIFICATION SECRET

COUNTRY	East Germany	REPORT	
TOPIC	Wittstock Airfield		
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	3 December 1954
REFERENCES			
PAGES	4	ENCLOSURES (NO. & TYPE)	25X1
REMARKS	This is UNEVALUATED Information		
	25X1		

1. The following air activity and aircraft were observed at Wittstock airfield between 7 and 18 October 1954:

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7 October. At 1400, aircraft parked at the field included 10 MiG-15s or U-MiG-15s, 8 other MiG-15s or U-MiG-15s east of the hangars and the alert flight of 4 MiG-15s or U-MiG-15s at the eastern end of the runway. At 1435, 4 MiG-15s or U-MiG-15s took off.

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10 October. Shortly after 1330, one MiG-15 or U-MiG-15 fitted with auxiliary fuel tanks and towing an air sleeve crossed over the field coming from the east at an altitude of about 30 meters. The aircraft dropped the air sleeve near the easternmost hangar and proceeded to the west. A few minutes later, MiG-15s or U-MiG-15s In addition, about 25 MiG-15s or U-MiG-15s were seen being parked near the eastern hangars. At 1330, an Li-2 took off. No further air activity was seen.

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13 October. Aircraft parked at the field included 1 Li-2 at the western hangar and 16 MiG-15s or U-MiG-15s at the eastern hangars. At 1400, the Li-2 took off.

14 October. Aircraft parked at the field included 1 MiG-15 or U-MiG-15 at the western hangar, 10 MiG-15s or U-MiG-15s at the eastern hangars and 6 MiG-15s or U-MiG-15s at the eastern end of the runway.

15 October. At about 1315, MiG-15s landed. Aircraft parked at the field included 16 MiG-15s or U-MiG-15s at the eastern hangars and 6 MiG-15s or U-MiG-15s at the eastern end of the runway.

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18 October. At 1335, there was no air activity. Sixteen MiG-15s or U-MiG-15s were parked near the eastern hangars. 1

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2. Between 6 and 18 October, there was no change in the status of the radio or radar installations at the field. No activity was seen at the installation. A radio installation of two masts had been newly erected in the eastern extension of the runway. A temporary wooden building and a personnel tent were seen near the installation. A single telephone line extended from the radio station in the direction of Berlinchen. A rubber insulated cable, 2 to 3 cm in diameter, extended from the direction of the runway to the radio installation. The radio installation was located about 400 meters from the eastern end of the runway. Throughout the reported period, the radio truck with a rotatable device on top was again seen between the hangars and the taxiway. 2
3. There was no fence along the eastern edge of the field. This stretch was guarded by sentries. From that point there were good possibilities of observation. A number of cement bombs were seen in that area. The bombs were 50 to 100 cm long, were interlaced with band iron and had a metallic appearance on their tips.
4. The AA gun emplacement south of the western end of the runway was still available. Another AA gun emplacement was seen about 100 meters distant from the western hangar. On 6 October, 2 x 37-mm AA guns of the latter emplacement fired tracer ammunition at an angle of 35 to 40 degrees. The bursts of fire lasted about 5 seconds. With interruptions, this firing practice lasted until about 1500. There was no air activity during that time. It could not be determined whether more than two guns were located in the emplacement. There was no activity at the other emplacement 3
5. A fuel dump consisting of 25 to 30 containers of the size of railroad tank cars was seen south of the spur track. It could not be determined whether the containers were fitted on bases. The fuel dump was guarded by sentries.
6. 25X1
7. The following air activity and aircraft were seen at the field between 11 October and 5 November:
 - 11 October. There was no air activity.
 - 12 October. During the morning, there was no air activity. During the afternoon, MiG-15s or U-MiG-15s made local flights.
 - 13 October. Throughout the day, MiG-15s or U-MiG-15s practiced individual flying.
 - 17 October. There was no air activity.
 - 18 October. During the morning, MiG-15s or U-MiG-15s practiced individual flying and firing at air sleeves in the direction of the Schweinrich troop training grounds. There was no air activity in the afternoon.
 - 20 to 27 October. No air activity was observed. At about 1130 on 27 October, 17 MiG-15s or U-MiG-15s were parked at the field, including 2 between the eastern end of the runway and the hangars, 14 in front of the hangars and 1 in front of the repair shops. The entire airfield could be overlooked.
 - 28 October to 5 November. No air activity was observed. 1

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8. On 27 October and 5 November, the inner landing beacon was seen at its previous location south of Grosser See (lake) in the eastern extension of the runway. The outer landing beacon was located about 430 meters south of the road fork south of Berlinchen. The trucks from which lines extended to the antennas were seen in the middle between the two masts. On 5 November, the radio installation of four masts and the Adcock D/F station which previously were seen about 300 meters southeast of Berlinchen and the broom-shaped antenna previously seen on the last building of Berlinchen were removed. In addition to the radio installation, all lines had been removed. No Adcock D/F station could be seen in the area about 1 km north and 1 km south of the Berlinchen-Dranse road. The Token-type radar set was still seen on Rockstedter Berg (hill), while the Fishnet-type radar set previously seen there had been removed. A Kniferest-type and a Fishnet-type radar set but no Dumbo-type set were seen southwest of the athletic field. An umbrella-shaped antenna and another antenna of undetermined type were seen about 500 meters southwest of the field on a hill between the field and Rote Muehle. A wooden hut was located next to the two antennas. No trucks or wire connections were seen at the installation. The two antenna masts were 8 to 10 meters high. 2

9. All day long between 28 October and 5 November, personnel of the airfield were engaged in storing potatoes in the open next to the economic building of Sudrowshof (estate), about 1.5 km south-southwest of the field. The potatoes were hauled there by truck.

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11. The following air activity and aircraft were observed at the field between 18 and 25 October:

18 October. At about 0730, more than 20 MiG-15s or U-MiG-15s were parked at the field including the alert flight of 4 MiGs at the eastern end of the runway; the remaining aircraft were parked in front of the hangars. Possibilities of observation were favorable. There was no air activity. The doors of the hangars were open but it could not be seen whether they were occupied by aircraft. Between 0900 and 1000, the noise of running jet engines was heard. At about 1500, only the alert flight of 4 MiG-15s or U-MiG-15s was seen at the eastern end of the runway. The doors of the hangars were closed.

19 October. At 1030 and again at 1530, only 2 MiG-15s or U-MiG-15s were seen at the eastern end of the runway.

20 October. At 0700, the doors of the hangars were closed. No aircraft were seen at the field. About 20 soldiers were doing athletics in front of the hangars. At 0910, 8 MiG-15s or U-MiG-15s were parked at the field including 2 at the eastern end of the runway and 6 in front of the hangars. The doors of the hangars were open. At 1130 and at 1600, 16 MiG-15s or U-MiG-15s were parked in front of the hangars. There was no air activity.

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21 October. At 0700 and at 1530, only 2 MiG-15s or U-MiG-15s were seen at the eastern end of the runway.

22 October. At 0700, 5 MiG-15s or U-MiG-15s were parked at the field, including 2 at the eastern end of the runway and 3 in front of the hangars. The doors of the hangars were open. There was no air activity. At 1200, 22 MiG-15s or U-MiG-15s, including 2 at the eastern end of the runway and 20 in front of the hangars, were parked at the field.

23 October. In the morning, 8 MiG-15s or U-MiG-15s, including 2 at the eastern end of the runway and 6 in front of the hangars, were seen. At 1400, 15 MiG-15s or U-MiG-15s were seen at the field including 4 at the eastern end of the runway, the remaining aircraft in front of the hangars. At 1700, only the alert flight was seen at the eastern end of the runway. There was no air activity.

25 October. At 1230, 9 MiG-15s or U-MiG-15s, including 2 at the eastern end of the runway and 7 in front of the hangars, were seen at the field. The doors of the hangars were open but it could not be determined if they were occupied by aircraft.

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1. Comment. Wittstock airfield is occupied by one fighter regiment. The light air activity observed probably resulted from the exchange of personnel.

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2. Comment. The removal of the Adcock D/F station is reported for the first time. The radio and radar installations mentioned were reported previously.

25X1

3. Comment. Two AAA batteries were observed previously at Wittstock.

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4. Comment. The fuel dump east of Rockstedter Berg, south of the spur track is reported for the first time.

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10 October. Shortly after 1330, one MiG-15 or U-MiG-15 fitted with auxiliary fuel tanks and towing an air sleeve crossed over the field coming from the east at an altitude of about 30 meters. The aircraft dropped the air sleeve near the easternmost hangar and proceeded to the west. A few minutes later, MiG-15s or U-MiG-15s [redacted] In addition, about 25 MiG-15s or U-MiG-15s were seen being parked near the eastern hangars. At 1530, an Li-2 took off. No further air activity was seen.

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